

Chapter 12.14**AIRPORT INFLUENCE AREA****Sections:**

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Section 12.14.010 Generally.

Land use safety compatibility guidance from the Federal Aviation Administration (FAA) is limited to the immediate vicinity of the runway, the runway, the runway protection zones at each end of the runway, and the protection of airport airspace. The FAA regards its criteria as minimum standards. State and local agencies are free to set their own land use compatibility policies.

Pursuant to Public Utilities Code section 21670, et seq., the Riverside County Airport Land Use Commission (ALUC) was established to promote land use compatibility between the Airport and the surrounding community.

The ALUC has designated a specific "Airport Influence Area" which includes properties within an approximate two-mile radius of the Riverside Municipal Airport. (Ord 6554 § 1, 2000)

Section 12.14.020 Runway Protection Zone (RPZ).

The Runway Protection Zone (RPZ) approved by the Federal Aviation Administration presently in effect and all additions or amendments thereto are hereby adopted and made a part of these regulations as fully in all respects as if particularly set forth herein. Much of the property within the RPZ is also subject to existing aviation easements. (Ord. 6554 § 1, 2000)

Section 12.14.025 Incursions into aircraft movement areas.

A. The FAA is placing extremely strong emphasis on reducing the number of runway and taxiway incursions occurring across the country. An airport's aircraft movement area is designed by the FAA to accommodate the safe transit of aircraft across the ground as they prepare to depart, locate tie-down, parking or hangar positions, or transit under their own power from one portion of the airport to another. It is the responsibility of all airport users to regard aircraft movement areas as critical locations to aviation safety.

B. An aircraft movement area is any portion of the tarmac, taxiway, runway or ramp designated by the airport specifically for and restricted to the movement of aircraft along the ground. Aircraft movement areas are clearly marked with signs posted vertically adjacent to taxiway entrances and warnings stenciled on the surface of the adjacent tarmac.

C. Aircraft movement in said areas is specifically controlled by the airport's air traffic control tower via the ground control radio frequency of 121.7. Aircraft pilots are always required

to obtain authorization from the airport's ground controller to enter aircraft movement areas. In those instances when the tower is closed, pilots are required to make radio announcement "in the blind" of their intentions to move into the aircraft movement area.

D. Unauthorized vehicles and pedestrians are prohibited in the aircraft movement areas. City-owned, official airport vehicles are allowed in the aircraft movement areas, only when in radio contact with the ground controller. Other unofficial or non-radio equipped vehicles may enter the aircraft movement area only with the express authorization of the Airport Director, or his or her designee, and when said vehicles are escorted by an official airport vehicle in radio contact with the ground controller.

E. Any unauthorized entrance or movement on or into the aircraft movement area by pedestrians, vehicles or aircraft shall be designated as an incursion and reported accordingly.

F. Every person, creating an incursion, by unauthorized entrance or into the aircraft movement area shall be in violation of the provisions of this section. Each incident shall be a new and separate offense. (Ord. 6590 § 1, 2001)

Section 12.14.030 Riverside County ALUC safety zones.

The Riverside County Airport Land Use Commission (ALUC) has developed a land use compatibility plan for the environs of the Riverside Airport known as the Comprehensive Land Use Plan (CLUP). The CLUP has designated an Extended Touchdown Zone (ETZ) as an outer safety zone and an Inner Safety Zone (ISZ). These safety zones generally preclude most land uses which involve structures, obstructions or presence of substantial numbers of people. (Ord. 6554 § 1, 2000)

Section 12.14.040 Definitions.

As used in this section:

A. "Airport hazard" means any structure, object, tree or other object of natural growth, or use of land which obstructs the airspace required for the flight of aircraft to, from, and around an airport or other forms of interference with safe flight, navigation, or communication. This also includes, but is limited to, cranes.

B. "Airport hazard area" means any area of land or water upon which an airport hazard might be established if not prevented as provided in this section.

C. "Person" means any individual, firm, copartnership, corporation, company, association, joint stock association, city or county, or district, and includes any trustee, receiver, or assignee.

D. "Structure" means any object constructed or installed by man, including but not limited to permanent or temporary construction or alteration, including equipment or material used to construct, alter, repair or remove an existing structure, object, or tree or other object of natural growth. (Ord. 6554 § 1, 2000)

Section 12.14.050 Notice to Airport Director.

Every person, who proposes to construct, alter or repair any structure, which creates an airport hazard, on property situated in the Airport Influence Area as hereinbefore described shall give five (5) working days' notice to the Airport Director before commencing such work. (Ord. 6554 § 1, 2000)

Section 12.14.060 Failure to notify Airport Director.

Every person, who fails to notify the Airport Director in conformance with Section 12.14.050, shall be in violation of the provisions of this Section. Each day or portion thereof such violation is in existence shall be a new and separate offense. (Ord. 6554 § 1, 2000)

Section 12.14.070 Public nuisance.

An airport hazard endangers the lives and property of users of the airport and of occupants of land in its vicinity and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of the aircraft. The creation, establishment and/or maintenance of an airport hazard is hereby declared a public nuisance which interferes with the interests of the community and the safe operation of the airport. Any structure which creates or establishes an airport hazard is a public nuisance. (Ord. 6554 § 1, 2000)

Section 12.14.080 Duty to correct or abate public nuisance.

The owner or person in charge or in possession of any structure which creates or establishes an airport hazard, upon receiving notice of the violation, shall correct or abate the violation immediately. (Ord. 6554 § 1, 2000)

Section 12.14.090 Summary abatement.

In cases of manifest public danger and/or immediate necessity, the Airport Director, or his or her designated enforcement officer, shall have the authority to immediately call a contractor to remove any structure, including, but not limited to, cranes creating or establishing an airport hazard. (Ord. 6554 § 1, 2000)

Section 12.14.100 Enforcement.

A. The provisions of this chapter may be enforced by the abatement proceedings set forth in Section 6.15.025 through 6.15.060 of this code, by summary abatement, by criminal prosecution or by injunction.

B. Any remedy provided in this chapter for the abatement of a nuisance is in addition to any other remedy provided by law. (Ord. 6554 § 1, 2000)